City of Lafayette Staff Report

For:	City Council
By:	Leah C. Greenblat, Transportation Planner
Date Written:	February 29, 2008
Meeting Date:	March 10, 2008
Subject:	Consideration of the Stanley-Springbrook Traffic Calming Project

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Introduction

Since the Fall of 2006, City staff have been working on vehicle speeding and pedestrian safety concerns with the Stanley Boulevard – Springbrook Road neighborhood located east of Camino Diablo. Both the City Council and the Circulation Commission have received periodic updates on the neighborhood's progress in developing a traffic calming plan. The City Council last discussed this effort shortly before the neighborhood residents and property owners were scheduled to receive ballots to consider two traffic calming plan options. The voting has now concluded; the Circulation Commission considered the outcome; and the Commission and staff are recommending a draft traffic calming plan for the Council's consideration.

Discussion

The Stanley-Springbrook neighborhood has been steadily working through the process outlined in the City of Lafayette's Traffic Calming Guidebook. Through a series of public meetings and other outreach measures, two conceptual neighborhood traffic calming plans were developed for the neighborhood to consider. Option A could be characterized as consisting of pinch points and medians and Option B consisted of speed humps and an additional STOP sign. In late November 2007, the City distributed ballots to all known neighborhood property owners and residents over 18 years old who were registered voters. Additionally, sign boards were placed in the neighborhood to direct people to contact the City should they not have received a ballot. Potential voters received a voter information guide, diagrams of the two options with representative photographs and a postage-paid, postcard ballot. Copies of the ballot materials will be provided separately to the City Council for your reference. The City mailed out over 540 ballots and 67% of those ballots were cast. Option A was the preferred option.

Lafayette's Traffic Calming Guidebook identifies the methodology for voting, Guidebook excerpt attached. A narrative and table documenting the results of the

Stanley-Springbrook vote are contained in the Circulation Commission staff report, attached. On February 4, 2008, the Circulation Commission received a presentation from staff regarding some minor modifications made to the Option A conceptual plan in light of the voting results. The Commission reviewed this material, took public comment and prepared a recommendation to the City Council, excerpt of minutes attached. While the Commission acknowledged comments made by those not in support of traffic calming; ultimately the Commission unanimously agreed to forward a recommendation to the City Council recommending approval. The Commission separately requested that the Council be made aware of the following items:

- During the design phase of the project, staff should further evaluate options for the Clover Court intersection.

- During the design phase of the project, staff should review the taper of the islands and pinch points to better transition and guide traffic around the devices.

- During the design phase of the project, staff should evaluate shifting the pinch points located between Bacon Way and Gilmore Court slightly to the west, but still within the adjoining properties' frontages. This is intended to address a request by the adjoining property owner to the north.

- Future consideration should be given to modifying the voting procedures in the Guidebook regarding property owners adjoining a proposed device. Regardless of the number of owners that each property may have, one adjoining property with multiple registered owners should not be allowed to "out vote" another adjoining property with a single registered owner. This change would not affect the overall neighborhood voting on a plan. It is intended to address the location of specific devices.

Should the Council approve the Stanley-Springbrook Traffic Calming Project presented herewith, the Neighborhood Action Team would then begin the task of raising the required $30,000 neighborhood matching fund. Contributions to the neighborhood match fund are voluntary and tax-deductible. The conceptual plans presented to the Council will require further refinement for construction. Once the neighborhood match is received, the City will begin to develop construction documents and will meet with the residents again to address design details. In order to construct the traffic calming project by the Spring-Summer of 2009, the neighborhood match should be submitted to the City by October 31, 2008. On the previous traffic calming project on Moraga Boulevard, the City Council was willing to grant a time extension to the neighborhood when it was requested. If funds are received after the target date; however, staff would need to re-evaluate the construction schedule depending on the actual date of receipt of matching funds. .

While the Stanley-Springbrook Traffic Calming Project has not been without controversy, staff believes it is a testament to the program's intent and success that the

more moderate traffic calming option was selected by the neighborhood and supported by the Circulation Commission.

Fiscal Impact

The traffic calming plan is estimated to cost $100,000. The City Council previously expressed support for the Circulation Commission's recommendation of a 70-30 cost share between the City and the neighborhood. The City's share of $70,000 would come from the Traffic Calming Reserve Account, which currently has a balance of $299,000. Improvements in the traffic calming plan are envisioned to be coordinated with a new neighborhood sidewalk. The latter project has a separate review, approval, and funding track, which is the topic of a separate staff report on the City Council's current agenda.

Recommendation

1. Approve the Stanley-Springbrook Traffic Calming Project as presented.
2. Establish the neighborhood matching fund contribution at $30,000 with a deadline of October 31, 2008 to submit the match amount in order for construction to occur in the Spring-Summer of 2009.
3. Indicate intent to allocate $70,000 of the existing Traffic Calming Program fund budget pending receipt of neighborhood matching funds

Attachments

1. January 31, 2008 Circulation Commission staff report
2. Stanley-Springbrook Ballot Results
3. Excerpt of February 4, 2008 Circulation Commission meeting minutes
4. Lafayette Traffic Calming Guidebook Process Chart
5. Excerpt of Lafayette Traffic Calming Guidebook voting procedures
6. Correspondence received
7. January 31, 2008 version of draft Stanley-Springbrook Traffic Calming Plan

City of Lafayette Staff Report

For:	Circulation Commission
By:	Leah C. Greenblat, Transportation Planner
Date Written:	January 31, 2008
Meeting Date:	February 4, 2008
Subject:	Consideration of the Stanley-Springbrook Traffic Calming Project

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Introduction

The Stanley-Springbrook neighborhood recently voted on a traffic calming plan according to the voting procedures in the City Council adopted Traffic Calming Guidebook. The neighborhood voted in support of a traffic calming project that contained pinch points and medians. The next steps in the review process are for the Circulation Commission and City Council to consider the project. Staff recommends that the Commission forward a recommendation to the City Council to approve the project with a required neighborhood funding match of $30,000 and a City match of $70,000.

Discussion

The Stanley-Springbrook Traffic Calming Project reached a major milestone last December, when the Neighborhood Action Team decided to place a draft plan before the neighborhood for its consideration. According to the City's Traffic Calming Guidebook, all adults over 18 living in the Study and Focus Areas and property owners were eligible to receive ballots. The City generated a mailing list from the County's Assessor's records and the Registrar of Voters records. Additionally, sign boards were placed in the neighborhood to alert potential voters of the ballot's availability should they not have received one in the mail. Ballots were due on December 17, 2007, allowing two weeks for voting. The City mailed out over 540 ballots and 67% of those ballots were cast.

For voting purposes, there are two sub areas in the neighborhood. The Focus Area is compromised of property owners and residents whose homes are on the street(s) where traffic calming devices will be installed. The Study Area consists of property owners and residents that live on "feeder" streets that connect to or that could be significantly impacted. The Guidebook sets approval ranges with a sliding scale balancing the Focus and Study Areas depending on the vote outcome in each area, see attached excerpt from Guidebook. A low level of support in the Study Area requires a correspondingly high level of approval in the Focus Area.

ITEM 6A

Two options of traffic calming were presented for voter consideration. The ballot was designed to not only measure the level of support for traffic calming, but also to identify the voters' preference, if any, for one of the two options. Staff counted the votes, which were separately verified by Commission Chair Michael Ross, and prepared a series of tables, attached, summarizing the voting outcome. With 48% of the Study Area supporting a traffic calming plan, 52% approval from the Focus Area is required. The actual Focus Area vote in favor of a traffic calming plan is 72%.

Within the Study Area, 74% of those who support traffic calming support Option A (pinch points and medians) and within the Focus Area 51% of those who support traffic calming also support Option A. Of those voters in the Study Area who does not support a traffic calming plan, they were asked which plan they would prefer in the event they were in the minority and a traffic calming plan did pass. This subset of voters in the Study Area favors Option A by 52%.

With Option A as the preferred option, staff then applied the next approval standard defined in the Guidebook, which requires that two-thirds approval from property owners immediately abutting a physical feature. Staff identified that in some areas there was not sufficient support from the abutting property owners to place a traffic calming measure in front of their property. In these locations those elements of the plan have been either removed, relocated or modified. Staff in consultation with Consulting Traffic Engineer Chuck DeLeuw, then re-evaluated the plan to ensure that it is still consistent with the spirit of the original concept and as a whole contains significant traffic calming benefits. Relocation only occurred if the abutting property owners of the new location had originally voted to support a traffic calming project and after staff confirmed with those property owners that they supported its relocation. This type of minor adjustments also occurred with the Moraga Boulevard Traffic Calming Project. The Stanley-Springbrook Traffic Calming Plan now before the Commission reflects this latest evolution. In summary the following changes were made:

1. Deletion of raised crosswalks at existing stop-sign controlled intersections at Vacation Drive and Bacon Way.

2. Revision of the design at Clover Court to include only a pinch point.

3. Relocation of the raised crosswalk at Quandt Road.

4. Minor re-sizing of curb bulb east of Barott Road.

5. Revision of the design and relocation of pinch points east of Warner.

Staff also updated the cost estimate to reflect these modifications, which resulted in a lower project cost. Staff now estimates that the Stanley-Springbrook Traffic Calming project will cost about $100,000. Using the same match percentages previously discussed by the Circulation Commission and City Council, the neighborhood match requirement would now be $30,000.

These estimates reflect the availability of a grant to implement improvements at and around the Warner Court intersection to improve sight distance. If the traffic calming plan for the neighborhood is finally approved by the City Council, staff intends to incorporate traffic calming measures around Warner Court into the grant project as much as possible. This would allow a portion of the traffic calming plan to be implemented as a first phase sooner and prior to the completion of the neighborhood fund raising.

Fiscal Impact

Should the neighborhood raise its match requirement, then the City's share of the project cost would be $70,000. The City's share of the cost can be accommodated within the existing Traffic Calming fund balance.

Recommendation

Forward a recommendation to the City Council to approve the Stanley-Springbrook Traffic Calming Project.

Attachments

1. Excerpt from Traffic Calming Guidebook
2. Stanley-Springbrook Ballot Results
3. Plans of the post-vote Stanley-Springbrook Traffic Calming Project

c:\users\lgreenblat\documents\leah's work files\circulation commission\staff reports\2008\stanley-springbrook post vote plan consideration.doc

STANLEY-SPRINGBROOK BALLOT RESULTS

Traffic Calming Ballot Statistics

	# of Ballots Distributed	% of Ballots Cast
Study Area	394	65%
Focus Area	150	70%
Total	544	67%

Does Traffic Calming Pass?

Location	% Voting Yes	Comments
Study Area (Actual)	48%	48% of Study Area supported traffic calming.
Focus Area (Required to Pass)	52%	Given 48% approval in Study Area, per the Traffic Calming Guidebook, p. 17
Focus Area (Actual)	72%	Actual vote count is greater than 52%
		Traffic Calming Passes

Voter Preference for Option A vs. Option B

Location	Option A	Option B	Comment
Study Area (No votes)	52%	48%	Of those who did not support traffic calming, but indicated a preference
Study Area (Yes votes)	74%	26%	Of those who supported traffic calming
Focus Area (Yes votes)	51%	49%	Of those who supported traffic calming

Is There Support for a Sidewalk?

Location	Camino Diablo to Warner Court		Warner Court to Bacon Way	
	Yes	No	Yes	No
Study Area	80%	20%	77%	23%
Focus Area	78%	22%	74%	26%
Total	79%	21%	76%	24%

How Option A Passed:

	Yes on Option A	Yes on Option B	Comments
Study Area (Actual)	35%	12%	
Focus Area (Required to pass)	65%	88%	Option B does not pass because the total support required is greater than the actual support received (72%), per the Traffic Calming Guidebook, p. 17
Focus Area (Actual)	51%	49%	
Focus Area Switchers from Option B to Option A	16%		(# of voters who switched B to A)/(Total number Focus Area ballots cast)
Total Focus Area Support for Option A	67%		Option A exceeds the required percentage to pass.

Chair Ross had nothing to add but agreed with Commissioners Sevilla and Poling's comments.

Commissioner Holit moved and Commissioner Poling seconded to recommend forwarding a recommendation to the Planning Commission and Council to adopt a sidewalk project on the north side of Stanley Boulevard - Springbrook Road from Camino Diablo to Bacon Way into the Master Walkways Plan Project List. The motion was approved by unanimous voice vote.

Ms. Greenblat stated that the Planning Commission would hear this item at their February 21 meeting at 7PM and would go to Council at their March 10 meeting.

6. Old Business

a. Consideration of the Stanley-Springbrook Traffic Calming Project

Ms. Greenblat reported that this item has come before the Commission in the past year with periodic updates from Commissioner Holit and staff. One of the steps in the traffic calming process was for the neighborhood to vote on the plan. Staff distributed 400 ballots in the study area and 150 in the focus area with 67% returned. 48% of the study area supported the traffic calming plan. Therefore, according to the Traffic Calming Guidebook 52% approval is needed from the focus area to pass the plan. 72% of the focus area voted in favor of a traffic calming plan, which passed the plan.

Of those who supported traffic calming, 74% of the study area supported Option A (pinch points and medians) along with 51% of the focus area. Of those voters in the study area who did not support a traffic calming plan, 52% favored Option A. The next approval standard as defined by the Guidebook required a two-thirds approval from property owners immediately abutting a physical feature. Some areas were identified as not having sufficient support from the abutting property owners to place a traffic calming measure in front of their property. In these locations, those elements of the plan have either been removed, relocated or modified.

Next staff consulted with Mr. DeLeuw to re-evaluate the plan to ensure that it was still consistent with the spirit of the original concept and, as a whole, contains significant traffic calming benefits. The following changes were made:

1. Deletion of raised crosswalks at existing stop sign controlled intersections at Vacation Drive and Bacon Way.
2. Revision of the design at Clover Court to include only a pinch point.
3. Relocation of the raised crosswalk at Quandt Road.
4. Minor re-sizing of the curb bulb east of Barott Road.
5. Revision of the design and relocation of pinch points east of Warner.

Staff also updated the cost estimate to reflect these modifications reducing the project cost to approximately $100,000. The neighborhood match would be $30,000.

Staff is seeking a recommendation from the Commission to recommend approval of the Stanley-Springbrook traffic calming project to Council.

Commissioner Holit said that in his experience, some of the elements could be massaged in the final design phase.

Ms. Greenblat said that when they enter that phase, there would be neighborhood meetings associated with the final drawings.

Chair Ross opened the meeting to public comment on this item.

John Shea asked questions about the pinch points and wondered why they were not getting a raised crosswalk at Springbrook and Bacon.

Ms. Greenblat replied that there was no support from the adjoining properties for a raised crosswalk at Bacon Way.

Donald Willis said he was not totally against traffic claming but is not happy about losing his driveway. He said that cars easily speed in the area from the top of the hill, which is unincorporated. They should reach out to the unincorporated portion and add speed humps.

Fred Rauazza has been a resident since 1960 and is concerned with safety. He feels the pinch points are a safety hazard. They have all kinds of turn arounds and with the pinch points it will push the traffic up into their court. He said they do not want the pinch points and the intersection should be left as it is.

John Erickson said the traffic calming process has caused division between their neighbors. He has heard lots of percentages of returned ballots. He wondered about landlords and property owners and feels they were not taken into consideration. He feels the percentages are meaningless. Out of 544 ballots, 183 did not vote and 162 voted no. He said some of the ballots went to dead people. He feels the ballot was confusing and some people did not know what they voted for. He feels they should re-ballot the area. He feels they need to find another way to find out what people in the area want.

Bobby Dunham has lived in the area for 38 years and said with 48% no and 52% yes, this was not a two-thirds vote. Clover Court has needed resurfacing for a long time due to water problems. He had a petition signed by 12 people who are not happy with the plan, which he handed to Ms. Greenblat. He feels they should re-add the ballots.

Ms. Greenblat explained that 48% of the study area approved the plan with 72% approval from the focus area.

Marie Mlynek said they should follow the vote of the people who voted for the plan. This is a sensitive issue but the people voted and they should proceed based on the vote. They need traffic calming but the question is how this should be accomplished. There are different opinions but the pinch point option won.

Christina Zimmerman said the traffic calming solutions were not great and do not address what needs to be done. She feels they should use solar panel signs that indicate your speed as a traffic calming measure. Landscaping is an issue at the pinch points. She wondered who would be responsible for taking care of the landscaping which could become an obstacle course. Parking is a huge problem in the area especially during swim events. She agrees that they should re-ballot the area.

Katherine Garvin said her husband and she both voted on the traffic calming and expected their no votes to be sufficient to prevent approval of the pinch point immediately abutting their property due to the 2/3-approval requirement. They later found out that her husband's no vote did not count in terms of disapproval of the abutting device because only property owners' votes were counted for that purpose and she is the sole owner of the property. They should put pinch points in front of someone's house that wants them.

Mary Lynn Mlynek said she was glad that Council voted in November to proceed with the vote. There is strong support for the project. The pinch points can be landscaped. They have already received thousands of dollars in pledges for the neighborhood portion of the project. She asked that the Commission vote yes for this traffic calming project.

Patricia Curtin-Tinley said they should forget about the traffic calming measures and put the money into a sidewalk. She does not feel that this is what they voted on and that they should re-ballot.

Chair Ross closed the public comment period on this item.

Commissioner Poling said the vote seems clear. Although adjustments have been made to the approved plan, this is still essentially the plan that was agreed on by the neighborhood. She supports the plan and recommends forwarding it to Council.

Ms. Greenblat said she spoke with Ms. Garvin and had Mr. Coe look at the area. They could shift the pinch point further north about 30 feet so that it would not be as close to the Garvin driveway. It is a challenge all along this street due to the off-set driveways.

Commissioner Poling and Chair Ross concurred that shifting the pinch point as proposed by staff would be preferable to accommodate the property owner's concerns.

Commissioner Sevilla said that a vote was taken and they should forward the project on to City Council.

Chair Ross said that they have seen a significant reduction in speed due to the traffic calming measures put into effect on Moraga Blvd. He feels the traffic calming measures have helped immensely. He feels the pinch points with crosswalk helps kids and makes them feel safer. He feels a pinch point at Clover Court will not increase the traffic load onto Clover Court.

Vice Chair Hughes said the pinch point would push traffic up to Quandt.

Commissioner Poling feels the effect would be distributed between the courts.

Commissioner Holit said in general, traffic calming is a relatively mild effect and will reduce speed. They have followed the procedure as outlined in the traffic calming book. There is no need for re-balloting and the plan should go ahead as shown. They could extend some of the tapers along the curbs but this could be looked at in the final design phase. He recommends forwarding the plan to Council.

Commissioner Sevilla asked why the sidewalk was designed the way it was at Clover Court.

Commissioner Holit said it had a lot to do with the existing frontages of properties and the consistent water problems. He feels the sidewalk could be taken around and a crosswalk installed.

Ms. Greenblat said this level of detail would best be discussed at the final design phase.

Chair Ross said that the swim club is part of the traffic and wondered if they could make Clover Court either a no parking zone or have a sign put up indicating no u-turns.

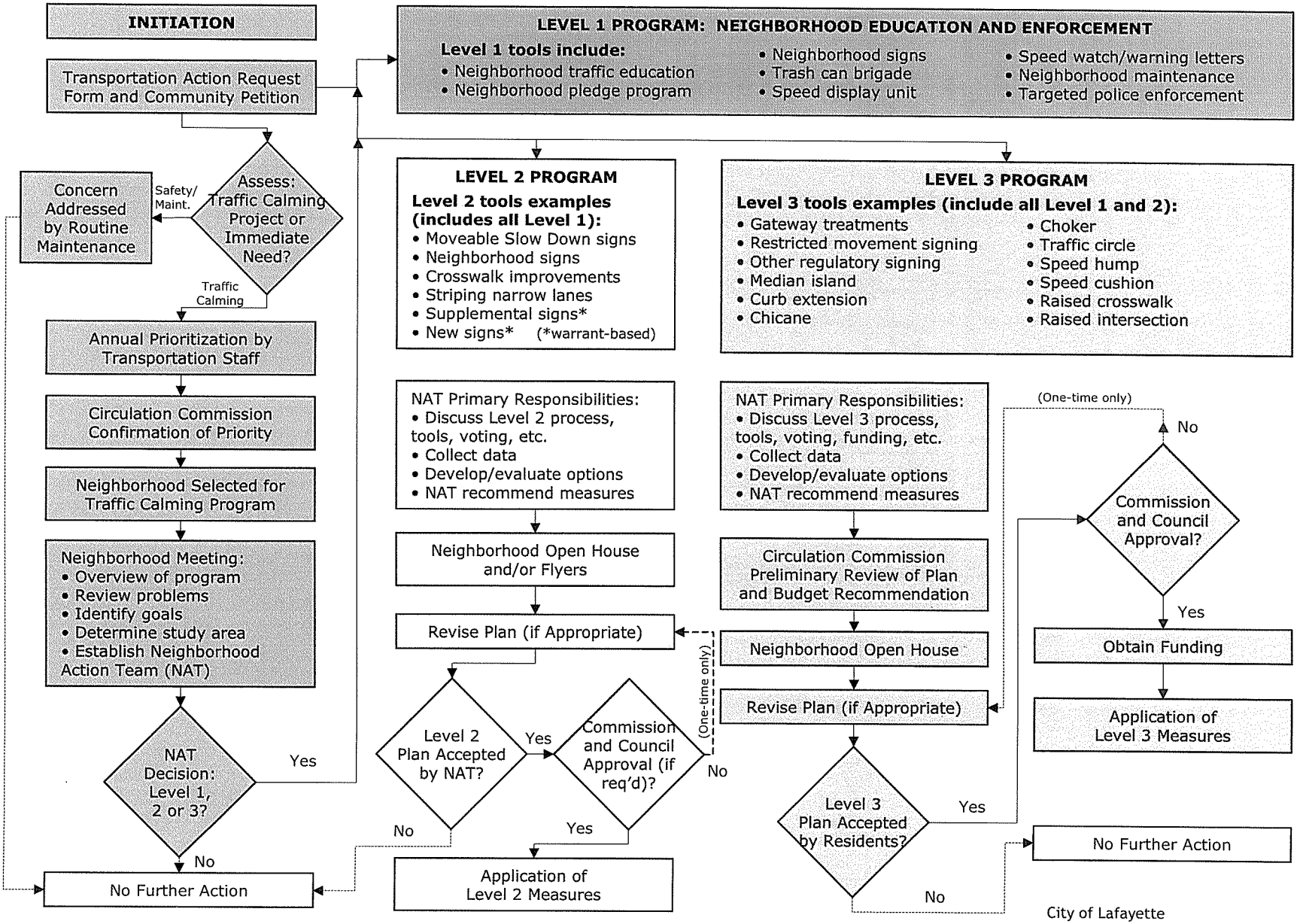
Ms. Greenblat said the City has no hammer to make the swim club do anything. She suggested that if any of the neighbors in the area are members, they could perhaps approach the swim club with alternatives.

Commissioner Holit suggested putting up no u-turn signs in each direction.

Commissioner Holit moved and Commissioner Poling seconded to forward a recommendation to Council to approve the Stanley-Springbrook Traffic Calming Project. The motion was approved by unanimous voice vote.

Ms. Greenblat explained that this project would go directly to Council. Staff has noted suggestions regarding tapering and no u-turn signs, which will be addressed at the final design phase.

LAFAYETTE TRAFFIC CALMING PROCESS



that connect to or that could be significantly impacted by traffic diverted from the proposed traffic calmed street(s).

The following approval standards apply to Level 3 traffic calming plans:

- Two-thirds approval from all property owners immediately abutting a physical feature, and
- Any combination of voting percentages of Group A or B that falls on or above the line depicted in the chart to the right.

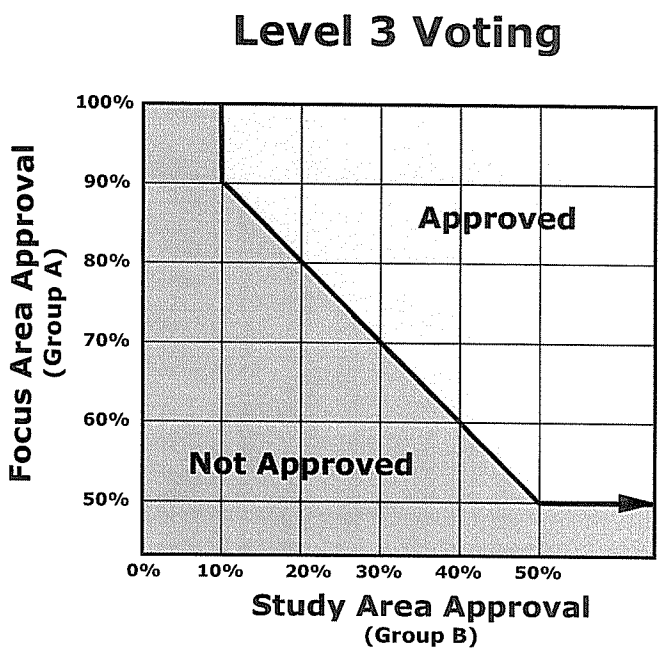
City staff will distribute one ballot to the registered owner (as shown in the latest County Assessor's records) of each property in Voting Groups A and B. Staff will also distribute one ballot to each property, or unit when there is more than one unit on the property, occupied by a non-property owning household in Voting Groups A and B. These latter properties will be identified through Assessor's records, Registrar of Voters records, Post Office information and/or field surveys. A letter will accompany each ballot. This letter will explain that each voting age resident of the household may submit one ballot and that additional ballots may be requested from the City. From the returned ballots, City staff will count the votes and determine if the needed minimum voting percentages of returned ballots were reached. See the voting guidelines for approval to the right.

If the proposed Level 3 traffic calming plan is not approved by the property owners and residents, no traffic calming features will be implemented. Under this scenario, a neighborhood request for a new or future traffic calming study will not be considered by the City for at least 13 months.

Circulation Commission Review and City Council Approval

If approved by the neighborhood, all Level 3 traffic calming plans next require Circulation Commission review via a public hearing and City Council acceptance. Proposed plans will be agendized as meeting schedules allow.

If either the Circulation Commission or City Council reject the proposed



Examples on how to use the Level 3 voting chart

Example 1: Of the returned ballots, 70% of Group A approves of plan and 50% of Group B approves of plan. If two-thirds of the property owners who would be immediately adjacent to a proposed physical feature also approve, the Level 3 plan is accepted.

Example 2: Of the returned ballots, 80% of Group A approves of the plan but only 10% of Group B approves. Therefore, the plan is not accepted.

Example 3: Of the returned ballots, 40% of Group A approves of the plan. Since at least 50% of Group A must approve the plan, the plan is not accepted.

Submitted 2/4/08

COMMUNITY CENTER
500 St Marys Road

2-4-08

7PM:

Traffic Calming Meeting:

Discuss traffic calming on Stanley Blvd.

And Springbrook.

1. These properties are subject to flooding, 3189, 3185, 3179 Stanley blvd. These properties are low in relation to the curb and flood already when we have heavy rains. Any obstructions in this area will make a bad situation worse.
2. Clover Ct.
   The added traffic on Clover Ct. will be caused by vehicles not being able to make U turns at Stanley and Clover Ct. This is a street that has been ignored by the City of ~~Lafay~~ Lafayette for years past the time it needed to have been re-surfaced.

3. Water on the intresection of Clover Ct and Stanley. This has been an on going for the past 38 years that I have lived here. This is a safety issue which has been ignored by the City of Lafayette. City employees have looked at this several times with nothing being resolved.

4. Preposed Sidewalk.
   All utiliy poles should be removed from the preposed side walks for safety issues.
   People making contact with poles at night.
   For persons with sight and mobility problems.
   Wheel chair and blind people.

5 POTITION :
Signed by people on Clover Ct. and Stanley Blvd
Opposed to the traffic Calming devices and
OPtion A
Segment 1

cc/pf
bfd

Bobby F. Dunham
3185 Stanley Blvd.
Lafayette, Ca. 94549

Plus Loss of
Parking on Stanley Blvd

PETITION STATEMENT: We, the citizens of Stanley Boulevard and Clover Court who have signed this petition, are opposed to the Stanley - Springbrook Traffic Calming Plan Option A and are opposed to the construction of any traffic calming devices in the immediate vicinity of our properties .

DATE	PRINTED NAME	ADDRESS	SIGNATURE	TELEPHONE
* 1-31-08	Bobby F. Dunham	3185 Stanley Blvd	Bobby F. Dunham	Unlisted
* 2-1-08	Mary Siewert	1206 Clover Ct	Mary Siewert	unlisted
2-1-08	BOB BREITENSTEIN	1209 Clover Ct.	R. D Breitenstein	unlisted
2-1-08	Laurel Breitenstein	1209 Clover Ct.	Laurel A Breitenstein	unlisted
2-1-08	TINA EISERMAN	1213 Clover Ct.	Tina Eiserman	UNLISTED
2-1-08	ERIC EISERMAN	1213 Clover Ct.	Eric Eiserman	UNLISTED
2-1-08	FRED J RAVAZZA	1212 CLOVER CT	Fred J. Ravazza	UNLISTED
2-1-08	Elisa Ravazza	1212 Clover Ct	Elisa Ravazza	Unlisted
2-1-08	Minnie Tsunezumi	1206 Clover Ct	Minnie Tsunezumi	unlisted

I certify these signatures are correct: Bobby F. Dunham 2-4-08

PETITION STATEMENT: We, the citizens of Stanley Boulevard and Clover Court who have signed this petition, are opposed to the Stanley - Springbrook Traffic Calming Plan Option A and are opposed to the construction of any traffic calming devices in the immediate vicinity of our properties .

DATE	PRINTED NAME	ADDRESS	SIGNATURE	TELEPHONE
X 2-1-08	Christinia Zimmerman	1200 Clover Ct.		unlisted
X 2-1-8	TOM ZIMMERMAN	1200 Clover Ct		Unlisted

I certify these signatures are correct: Bobby J. Dunham 2-4-08

STANLEY BLVD
CAMINO PABLO
CLAVER CT
GUNDT RD
BAROTT RD
VACATION DR
RAISED CROSSWALK
EXTEND DRAIN THROUGH FACE OF CURB
CURB RAMP
STREET NAME SIGN
RELOCATE MAIL BOX
NO PARKING
STEEP DRIVEWAY (23% TO GARAGE)
NEW STREET NAME SIGN
CONFORM WITH EXISTING SIDEWALK
5' DRIVEWAY CONFORM
3' DRIVEWAY CONFORM
1' TALL RETAINING WALL
EXTEND PRIVATE DRAIN THROUGH FACE OF CURB
STEEP DRIVEWAY (18% TO GARAGE)
CITY OF LAFAYETTE
PROJECT ENGINEER
JOHN M LUTTROPP
CALCULATED/ DESIGNED BY
CHECKED BY
DATE
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8A

CITY OF LAFAYETTE

PROJECT ENGINEER: JOHN M LUTTROPP

CALCULATED/ DESIGNED BY

CHECKED BY

DATE	REVISED BY	DATE REVISED

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